

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.
The Company's Chartered Steamship
"KONGBENG,"
Capt. J. J. J. will be despatched for the above ports, TO-MORROW, the 14th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 13th July, 1898.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS.
(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
The Company's Steamship
"MOYUNE,"
Capt. R. Conrad, will be despatched for the above ports, TO-MORROW, the 14th instant, at 10 A.M.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 13th July, 1898.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS.
(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
The Company's Steamship
"PAKING,"
Capt. H. L. Allen, will be despatched for the above ports, TO-MORROW, the 14th instant, at 10 A.M.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 13th July, 1898.

Intimations.

DAKIN, CRUICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRY VADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.
Special terms to HOTELS, CLUBS, RESTAURANTS and all Large Consumers.
Any complaints should be addressed to the Manager.
Hongkong, 1st March, 1897.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO., LIMITED.

MANUFACTURERS OF
AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., F.O.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—
"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.
Hongkong, 18th June, 1898.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to "The Manager, Hongkong Telegraph," and not to the Editor.
Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 13, 1898.

NOTES AND COMMENTS.

At the Police Court business has been very active of late and if the rogues and vagabonds continue to come in at the present rate there will have to be an extension of premises at Victoria Gaol. Only two days ago 17 of this class came in from one district alone and there is a "record" number of disorderly European sailors at present in Chief Warder Gario's charge. The matter of dealing with Chinese vagrants is one that opens ground for a lot of thought. As Mr. Wonshouse pointed out some time ago, this class of people seem to appreciate gaol life very well. They are "sent in" for a month or fourteen days, and they inevitably come back a few days after release. The majority of these people are decrepit and unfit for hard work, else one might suggest that they should be put to some other door labour, for instance on the Jubilee Road. The police have to take them up when they see them, for, as a constable told the P. M. not long ago, if his sergeant came along after him and saw a vagrant sleeping out, said constable would be reported and fined 50. This is an awkward state of affairs and those who have studied the question think that deportation would be a better remedy than the short term of imprisonment with all its attendant care and comparative comfort. These prisoners are put to work in gaol, but it is problematical whether half of them earn their rice judging from their appearance in the dock. The matter is one that should commend itself to our wealthy Chinese residents whose philanthropy and readiness to take part in works of charity are well-known.

There are rogues and vagabonds at present in Kwangsi Province, however, who can hardly be said to have no employment or visible means of livelihood. The rebels are gaining ground daily, and according to the report of our Canton correspondent, are likely to attack Wuchow either to-day or to-morrow. What will then happen is not difficult to imagine. They will continue their advance down the West River, and, overcoming the towns and villages on the way will attack Canton. Whether or no Canton will fall an easy prey to them depends upon the attitude adopted by the notorious Black Flag Chief. Should he throw in his lot with the Imperialists, then the rebels may be driven off, or at least prevented from capturing and looting Canton City, but it is currently reported that the rebel ranks are full of Black Flags and it is by no means improbable that their Chief is well aware of the fact and is simply waiting their coming to rise and hand over the city.

British interests in Kwangsi and Kwang provinces may be safely said to be predominant, and the Government must be urged to look well to it that these are not allowed to suffer at the hands of the insurgents. There is a rumour current in Canton, and rumours, even when unsubstantiated, should never be lost sight of, to the effect that the French have hinted to the Central Government at Peking their willingness to interfere and suppress the rebellion owing to the deleterious effects it is likely to have upon French trade. This is particularly kind of France and is another proof of her goodwill (?) towards China, but we would much rather see any such intervention. If such be necessary, come from the British than from the French. It is our interests that are threatened more than those of any other Power, and therefore, if China is to be assisted in the suppression of the rebellion that assistance should be given by Great Britain and not by France.

We have no doubt that France would suppress the rebellion equally as well as we could do it, but it is to be feared that her interference would not stop there. She might decide after the rebellion had been quelled to stop and finish the job, as we did in Egypt, and a French occupation of the two Kwangs is a thing that could not, or at least should not for a moment, be tolerated by the British Government. It would be a death blow to British trade, and the open door would be closed against the British merchant directly the French occupation of the southern provinces had become an accomplished fact. France has not yet officially stated her intention to interfere, but the Canton rumour points to her being about to do so. We would therefore urge the China Association, the local branch of the Navy League and the Chamber of Commerce to lose no time in pointing out to the British Minister at Peking, and to the home Authorities also, the pressing necessity for taking such action as may prevent the possibility of France establishing herself in the two Kwangs to the detriment of British prestige, British trade and British interests.

REUTERS MESSAGE.

THE SPANISH-AMERICAN WAR.
LONDON, July 11th.
Hostilities were resumed at Santiago de Cuba on Sunday, the Spaniards refusing to make an unconditional surrender.
A notable peace movement is becoming apparent. Spain appears to be the male difficulty owing to the military ardour of General Blanco's undisciplined troops.
The Vatican is endeavouring to induce Spain to agree to an armistice of ten days.

WEATHER REPORT.

The Observatory report to-day says:—On the 13th at 11:55 a.m.: The barometer has fallen on the China coast, especially about the Formosa Channel. Pressure appears to be lowest in the Pacific to the E. of Formosa. Gradients slight for E. winds to the N. of Formosa and for S.W. winds on the S. coast. FORECAST:—Light or moderate S.W. winds; fine.

LOCAL AND GENERAL.

THE theft of a pongee silk jacket to-day resulted in a coolie being sent to pick oakum for ten days.

THE *Hoyong*, 1981 ton, a new cruiser built at Seattle for the Chinese Government, arrived here this morning.

A FINE of \$7, in default twenty, was to-day imposed on a boatwoman for neglecting to exhibit the light required by law.

INSPECTOR McEwen to-day charged a coolie with trespassing on the Navy Yard premises. The charge was proved. Capt. Hastings fined the offender \$10, in default one month's gaol.

A PARTY of 17 gamblers from Lower Lascar Row were brought up by Inspector Moffatt to-day. The first two were fined \$15 each for six weeks and the others got off with 50 cents or five days.

A LARGE number of "opium cases" were before the World's Court and the chief offender was fined \$50 in default two months, for having three tablets of the prepared drug unlawfully in his possession.

ONE of the most noted duellists in Paris, Alphonse de Aldama, has just died of pleurisy. He met death with equanimity, and is reported to have said in just that he was glad to go, so as to escape the exhibition of 1900.

A GRASSER on board the *Empress of Japan* was to-day committed for trial for throwing some corrosive fluid into the eyes of a Chinese stoker on that vessel while on the high seas. Dr. Lawson gave evidence that the man was severely injured.

THE Resident of Tientsin reports that the volcano there had been working from the 12th to the 14th of May, with rumblings and light ash-rains, sometimes only a shock and trembling of the ground. Although the inhabitants are afraid, no casualties are known to have taken place.

SOME of the clothing of a married woman in Chinatown excited the curiosity of a coolie and he watched his chance and stole two of her jackets. He was arrested and to-day Captain Hastings sent him out of temptation's reach for six weeks, with no extra charge for the hard labour.

ANXIOUS householders and others who begin to fear that they would only get their clothes from "the wash" when the Greek Kalends came, are once more at ease. Thanks to Capt. May's prompt and vigorous action regarding having washing done in the Gaol, the "kickers" have once more backed to and folk are receiving their laundried attire as usual. The idea of having private washing done by prisoners is not at all a new one and this system has been successfully carried out in Australia for many years.

SOME curious person (says "Country Life") has analysed the list of presents sent to Prince Bismarck by his admirers to celebrate his birthday. It was, if the truth must be told, a trifling gross. Beer in barrels, wine in casks, ciders, oranges, cheese, and liqueurs, say nothing of a bicycle, were offered by admiring friends, as though the man of blood and iron were settling up a general shop. But for delicacies there were platters of eggs from Jever, and "crows" eggs and coffee from Bismarckburg, in Togoland.

A FULL-FLEDGED ignominious may at times be sharp and apply and comprehend logic, as was illustrated the Supreme Court to-day. The suit before the Court (for a trifling sum) arose out of an alleged breach of a verbal contract for the sale of a share in a small shop and the plaintiff, who besides being illiterate did not understand Cantonese, gave his evidence through an interpreter in a mysterious, indescribable dialect. When cross-examined by Counsel he said he couldn't read Chinese and to the subsequent question "Can you write Chinese?" he replied "If I can't read, how can I write?" (Court smiles). Police Judge: Quite right—For once a Chinaman (and an uneducated one) got the better of his opposing counsel.

Tax anticipation that somewhat sensational prices would be obtained for some of the pictures in the Ruston collection dispersed at Christie's, were certainly realised. The sums paid for works by living and dead masters of the British School were in many cases remarkable, and showed an all-round rise in values. "The Mirror of Venus" by Sir Edward Burne-Jones brought £5,725, an increase of over £1,000 since it was sold six years ago and the "Chastity of Amour" and the pair "Night and Dawn," by the same artist, fetched respectively £3,360 and £3,000. Rossetti's "Dante at the Bier of Beatrice" and "The Ghilfandata" both reached 3,000g. more than double what they were sold for in 1885, and his "Veronica Veronese" £5,500. G. H. Boughton's "Lady Clavers" went at £5,000; "The Eve of Peace" by Mr. G. F. Watts, at £3,500, and his portrait of himself at £5,000; and Turner's "Falls of the Clyde" at £8,000. For a picture by a foreign master the highest bidding was 5,000g. for Rembrandt's portrait of "Nicholas Ruyter"; but Van Dyck's "Virginia and Child" brought 1,000g.; two portraits by P. Morelino £800, and 600g.; Andrea del Sarto's "Pia" 600g., compared with 1,700g. the last time it was sold; "William the Silent of Nassau and Princess Mary Stuart" by G. Honthorst, 500g.; and a "Virgin and Infant Saviour" by Francis, 400g. The keener competition for the modern pictures than for the masters would seem to suggest a change of opinion among picture collectors, and a growing preference for works of art whose authenticity is beyond question.

THE WAR.

GERMAN INTERVENTION.

CAPTURE OF GRANDE ISLAND.

SICKNESS IN THE U. S. ARMY.

H.M.S. *Plow* arrived from Manila this morning and brings the following news:—The soldiers are encamped at Cavite, drilling and having rifle practice every day. The second detachment of troops are expected to arrive on 17th inst.

The Spanish steamer *Philippine* has been in hiding in a silver near Subig Bay and the crew revolted, killed the officers, and turned over the steamer to the insurgents who put some guns on board and sent her to Subig Bay to attack Grande Island on which there is a Spanish fort. The German cruiser *Iron*, so the insurgents claim, steamed up there and refused to let the insurgents bombard the fort, whereupon they left at once and reported to Admiral Dewey, who ordered Capt. Cogan to proceed with the *Raid* and *Concord* and take the place and turn it over, with the prisoners, to the insurgents. The U.S. ships steamed up the Bay and threw three shells into the place but got no response; then an 8th shell was dropped into the midst of the Spanish Commander's house. The Spaniards then put up a white flag, and 400 men, including officers, were taken prisoners and were handed over, with the arms and ammunition found in the place, to the insurgents. The Spaniards begged not to be turned over to the insurgents and Capt. Cogan sent the *Concord* to Admiral Dewey for instructions but received the reply "Obey orders."

There is a good deal of sickness amongst the U.S. troops at Cavite; no less than 150 men being laid up with dysentery.

The Germans are fraternising with the Spaniards and the officers are often seen inside the Spanish trenches.

The Jackson and Evans store at Cavite, which is well provisioned, is doing a big business among the U.S. Fleet, the Army and the rebels.

AFFAIRS IN MANILA.

(From our own Correspondent.)

MANILA, June 30th, 1898.
The Monet Masquerade is the principal topic now. General Monet is a type of the overbearing, mercenary tyrant, whose first idea on any appearance of diffidence is to shoot the diffidence, or about anybody, so as to create an impression of power, and never bother about grievances or reforms. General Monet assured the Capital-General, Augustin (who is new to the Philippines and knows nothing except what his subordinates tell him) that the people in Pampanga and Bulacan provinces (just north of Manila) were perfectly contented, well governed, and thoroughly loyal, and particularly the Pampanga native volunteers were the safest troops Spain ever had. Poor Augustin naturally never doubted the word of a soldier and a gentleman—I think that term is inadequate; it should be a *hidalg*, shouldn't it?—and so he sent the Capital-General's daughter, Lady Augustin, and her daughter, were promptly sent to Pampanga for safety. The next thing that happened was that a battalion of Pampanga native volunteers, stationed at Malabon, a northern suburb of Manila where the Luzon sugar refinery is situated, began taking pot-shots at their Spanish officers in the middle of an attack by rebels. This meant that the Spanish troops had to abandon Malabon in a hurry, bringing with them into Manila as many of the loyal Pampangans as they could catch; the rest joined the rebel ranks, while about a hundred and fifty were dismissed and thrown into Bilid prison in Manila. The next thing that happened was that General Monet and his 600 or 800 Spanish troops were surrounded by thousands of natives, and he was reported killed while Señora Augustin and the Señoritas were taken prisoner, with over 200 other Spanish ladies who had gone into Pampanga and Bulacan for refuge from the Norte Americano Savages. The ladies were treated with perfect courtesy, had their own houses and servants and food, and were even allowed to send letters to Manila, but were not allowed to go away—in fact, better than "first-class prisoners" in English prisons. The rebels were willing to let them go to Cavite and remain there as prisoners, but to Manila. Ultimately, the story goes (I cannot vouch for it at present) a petition reached General Augustin, and at Admiral Dewey's suggestion leave was granted for the Governor General's family to go to Manila. Then, somehow, Monet turned up; he had not been killed, but had been in hiding. He disguised himself as a woman (his real story, current among Spaniards in Manila) was not in Bulacan, so I do not know) and embarked with the Augustin family, in a small native boat, for Manila. The first part of the voyage was down rivers and creeks, the banks lined with rebel posts. The boat was halted every time, and the boatmen replied that they were conveying prisoners to Cavite, by order of the rebel general. This reply was accepted in some cases, but at two or three places the sentry called again "Bring your boat ashore for examination." Monet could not afford to do so, and he was obliged to land, and a quick and stronger stroke of the paddle, and the boat dashed down stream and disappeared in the distance, followed by a few bullets from the wooden canoes. At one place, a boat put off in pursuit; but daylight was fading, and these rivers have innumerable winding creeks branching off in every direction, all overgrown with trees, most admirably adapted for eluding pursuit. At last the boat emerged from the labyrinthine folds of the Pampanga and Bulacan rivers, and reached the open water of Manila Bay. There, signals sprang up, and threatened to overwhelm the little craft, heavily laden with ten or a dozen passengers. And they were desperately hungry, for there was no food on board except a little very unwholesome stuff which the sailors happened to have. When the boat reached the Spanish cruiser, *Imperial*, off the city of Manila, the "first lady in the land" to be named, current among Spaniards in Manila) was not in Bulacan, so I do not know) and embarked with the Augustin family, in a small native boat, for Manila. The first part of the voyage was down rivers and creeks, the banks lined with rebel posts. The boat was halted every time, and the boatmen replied that they were conveying prisoners to Cavite, by order of the rebel general. This reply was accepted in some cases, but at two or three places the sentry called again "Bring your boat ashore for examination." Monet could not afford to do so, and he was obliged to land, and a quick and stronger stroke of the paddle, and the boat dashed down stream and disappeared in the distance, followed by a few bullets from the wooden canoes. 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local law to the effect that, "It is usual when intestate divisions are made in one or more of those States with whom it is in duty to prefer their mediation to compose the differences that may have unapparently arisen, and the acceptance of such an offer by both parties gives to the State offering its services the right to interfere." If this principle is to be applied to the rebellion in South China, surely Great Britain has at least as much ground for alarm and interference as our Gallic friends in Tonkin.

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, July 12th.
I have hunted up information about the purchase of arms by the Canton authorities and find that an American has sold to the local military officials 6,500 stand of Mauser rifles and 650,000 rounds of Mauser ammunition. The American is now negotiating with the Chinese for the sale of some half a dozen Maxim guns, which he guarantees will discharge 600 rounds per minute. The Maxims are being brought up from Hongkong and will be tried to-morrow.

THE "DOSING" TRAGEDY.

This morning Mr. G. K. H. Burton, solicitor, of Hongkong, arrived here with Mr. Wel P. H. Burton, of Hongkong. It is understood that Mr. Burton is engaged to watch the proceedings at the forthcoming trial on behalf of the relatives of the deceased commander of the *Doring*. It would not be fair to the prisoner to give publicity to the various stories relating to the cause of the shooting on the *Doring*. All I care to say at present is that the defendant is stated to have declared that his crew mutinied, that he had Chinese troops on board and that he intends to take proceedings against the crew for mutiny. When the trial commences the facts of the case will of course come out in evidence and I shall then be able to report the matter fully. If the American Consul is willing to allow reporters to attend the Court.

ROBBERY BEHEADED.

Recently some burglars entered the medical school established in Honam by Dr. B. C. Henry, an American medical missionary, and stole a lot of valuables. The American Consul promptly took up the case. Dr. Henry and soon had the robbers in prison. It is now reported that these men, who were notorious characters, have been beheaded.

A CAPTAIN STABBED TO DEATH.

A ghastly tragedy was enacted on board H. S. M. steamer, *Chambers*, on 28th ult. when the popular lieutenant-commander of the vessel, Mr. Selmer, was fatally stabbed to death by one of the native crew. It is alleged that the victim of the outrage had simply ordered his assailant to bury on with some work on board when the latter drew out a knife and stabbed the commander in the abdomen. The offender was secured and locked in a room on board of the *Chambers*. The wounded man was then transferred to the *Martha*, which was proceeding to the Malay coast with H. M. S. the King and suite on board, but owing to there being no doctor on board—Dr. Reiter having been prevented from travelling with his Majesty owing to illness—Captain Selmer was sent on to Bangkok by steamer but deprived of medical care and attendance. It is alleged, he grew worse during the passage to Bangkok and died some hours before reaching this port. A military funeral was accorded the deceased on Thursday evening and on conclusion of an impressive service conducted by Canon Greenstock at the Protestant Cemetery three volleys were fired over the grave by a detachment from H. M. S. Navy as a mark of respect and esteem towards one who unflinchingly end, under the distressing circumstances reported, is deplored by everyone in Bangkok. Commander Selmer was a Norwegian and had long been an officer of the Norwegian Army. He was only twenty-eight years of age.—*Star Free Press*.

A KOREAN PRISON.

THE SEUL JAIL.

The Seoul Independent publishes the following article on the local prison—*Roses*. Why the very word suggests beauty, fragrance and summer. The jail is a place of horror, a place of the place suggests even the Korean mild, racks, thumb-screws, burning irons, dark cells, deep subterranean chambers adorning neither light nor air, filth, groans, disease and death. Indeed we expected to see nothing else than these when we, some time ago, paid a visit to the place out of mere curiosity. The jail is next to the barracks, being separated from the house formerly occupied by Dr. Jaisohn by a street. The commodious building now used as the prison was years ago a Government granary. The ground, not less than three acres in area, has on all sides strong wooden chambers or cells as store rooms but now serving the purpose of cells. The superintendent of the jail and his clerks occupy the edifice in the middle commanding the entire situation. Numbers of policemen are on duty in an open room adjoining the big gate. Like all other official institutions in Korea the place seemed to suffer no inconvenience from lack of servants and runners. Through the kindness of the superintendent we had ample opportunity to examine every cell and were most agreeably surprised to find the rooms spacious, passably clean, and well ventilated. Separate rooms with kang floors are at the service of the sick to whom we are glad to report, medical attentions have been given gratis by a foreign doctor in Seoul. A big bath room on the place attracted our attention, and almost made us wish that a large number of the good people of Seoul were imprisoned a few hours once a week just to enjoy the rejuvenating influence of a bath. The occupants of the cells seemed to be contented rather resigned. Their countenances betrayed no signs of excruciating tortures or of gnawing starvation. Besides being fed regularly twice a day, they are allowed to make sandals for sale, the proceeds of which they use to buy such extra articles of food as they want. Some read while others passed their time in weaving narrow cotton bands which Koreans use as belts. Women are confined in separate cells. Whenever needed, the men, dressed in blue, are called out to work on the streets or elsewhere under the guard of policemen.

The state of affairs in the jail relieved us very much, and so far as Seoul is concerned, the dark picture which Mr. Compston in our issue of the 19th May drew of the prison life in the city, however true in bygone days, has no foundation in fact to-day. What we saw in the jail and what we have heard from a foreigner who, in the capacity of the adviser to the Police Department, supervised the jail, persuades us that our compassionate friend needs not fear that a man "for theft, perhaps, has been imprisoned with many others in a dark dirty hole, unheated even in the coldest weather, to be starved or underfed until irretrievably brings relief by rendering further torture impossible."

However, we cannot deny that the Korean prison system, especially in the country, must be thoroughly reformed, and that as soon as possible. We hope to bring the subject to the notice of the authorities through our forthcoming columns.

THE ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP FOR JULY.

For the July competition and the Pool there was a strong attendance and some fair returns have been sent in. The holder of the cup for the month is again a long handicap man, whilst the "Pool" resulted in a tie between three players, who, must play off within ten days, or divide the stakes, and their rounds must be the first played on the links after the tie.

Following are the scores handed in—

CAPTAIN'S CUP.

Mr. E. C. Lane	105	31	84
Mr. P. de C. Morris	93	8	85
Mr. M. Stewart	95	10	85
Mr. G. Stewart	89	3	86
Mr. C. M. G. Burrell	90	11	83
Mr. H. Pinckney	98	8	90
Mr. E. F. Mackay	106	11	91
Mr. G. Millward	101	11	92
Mr. G. W. F. Playfair	110	13	92
Mr. C. H. Grace	101	0	95
Mr. C. W. Spiggis	112	15	97
Mr. C. A. Tomes	106	8	98
Mr. A. J. McClure	114	13	101

POOL.

Mr. R. G. Campbell	99	14	85
Mr. P. de C. Morris	93	8	85
Mr. M. Stewart	95	10	85
Mr. G. Stewart	89	3	86
Mr. C. M. G. Burrell	90	11	83
Mr. H. Pinckney	98	8	90
Mr. E. F. Mackay	106	11	91
Mr. G. Millward	101	11	92
Mr. G. W. F. Playfair	110	13	92
Mr. C. H. Grace	101	0	95
Mr. C. W. Spiggis	112	15	97
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THE COAL PRODUCTION OF THE WORLD.

The fourth annual statement of the production and consumption of coal, and the number of persons employed in coal production in the principal countries of the world, in each year from 1885 to 1896, has been issued from the office of the British Board of Trade as a Parliamentary paper. The country which has the largest production, after the United Kingdom, is Germany. The quantity produced, however, in the latter country does not amount to half of what is at present produced in the United Kingdom, the respective figures for 1896 being—the United Kingdom, 19,361,000 tons and the German Empire 8,690,000 tons. Next in point of production after Germany comes France with 2,750,000 tons, whilst the production in Belgium amounted in 1896 to 2,230,000 tons. In the year 1895 the average value of the coal produced, taken at the pit's mouth, in the United Kingdom was 6s. 0d., and in 1896 5s. 10d., whilst in Germany its value was 6s. 9d. in 1895 and 6s. 11d. in 1896. In France the average value in 1895 was 8s. 10d. and in 1896 8s. 8d. A comparison of the output in European countries with the United States shows that the quantity of coal produced in the latter country in recent years has very much increased. In the years 1885—1886 the average output of the United States was 103,000,000 tons, which had been increased in the years 1894—1895 to an average of 165,000,000 tons. The average output of the United Kingdom during the latter period was 19,361,000 tons. During the same period the cost of production in the United States decreased from an average of 6s. 3d. in 1885—1886 to 4s. 10d. in the years 1894—1895, or lower than the value at the pit's mouth in either the United Kingdom or Germany. Among British colonies New South Wales is the largest producer, the output being nearly four million tons; Canada comes next with about three and three-quarter million tons annually, followed by New Zealand with over three-quarters of a million tons. In Victoria, Queensland, Tasmania, and Cape Colony there is a small but increasing amount of coal produced; whilst in Natal the production has increased from 20,000 tons in 1895 to 216,000 tons in 1896. In British India the production has risen from 1,819,795 tons in 1885 to 3,248,013 tons in 1896, with the natural result that the imports of coal are decreasing and the exports increasing. The imports of Coal into India had decreased from 712,000 tons in 1885 to 494,000 tons in 1896. Exports, on the other hand, which amounted to only 799 tons in 1885, had increased in 1896 to 1,136,719 tons. There is a striking difference in the average value at the pit's mouth of coal produced in the British colonies with that in the mother country. Compared with an average value at the pit's mouth in the United Kingdom of 5s. 10d. in 1896, the average value in New Zealand, 14s. 6d. per ton, and in Canada 8s. 9d. per ton. In New South Wales the average value, which from 1885 was over 9s. per ton, had in 1896 fallen to 5s. 9d. per ton, and in British India in the same year averaged 3s. 14d. per ton at the current rate of exchange. The excess amount of coal exported from the United Kingdom in 1896 was 44,187,000 tons; Germany, 6,122,000 tons; Belgium, 4,018,000 tons; United States, 2,337,000 tons; Japan (1895), 1,805,000 tons; New South Wales, 2,474,000 tons; and Natal, 90,000 tons. The amount which import coal in excess of the amount of their exports are Russia, Sweden, France, Spain, Italy, and Austria-Hungary; and British possessions which do so are Canada, Victoria, Tasmania, New Zealand, Cape Colony, and India. Of these France heads the list with 9,030,000 tons, Austria-Hungary following with 4,800,000 tons; Italy, 4,062,000 tons; Canada, 2,361,000 tons; Russia, 2,337,000 tons; Sweden, 2,050,000 tons; and Spain, 1,818,000 tons. The consumption of coal, per head of population is found to be the highest proportion in those countries where steam traction and machinery worked by steam are mostly in use, such as the United Kingdom, the United States, and Belgium; and the lowest in those countries where machinery is but little used, such as Russia and Austria. In France the consumption of coal per head of the population is only 9s. of a ton, as compared with 26s. tons in Belgium and 38s. tons in the United Kingdom; but this is accounted for in a great measure by the large quantity of fuel either from coal used by the French people. The British colonies, where the largest amount of coal is consumed are Canada, New Zealand, and New South Wales, where the consumption amounts respectively to 2.26 tons, 1.13 tons, and 1.11 tons per head. From the tables given showing the percentage proportion of coal consumed in various foreign countries, whether (1) of native production or (2) of British or (3) of other origin, it appears that 93 per cent. of the coal consumed in the United Kingdom is of domestic origin, in Germany the proportion is 92 per cent., in Belgium 89 per cent., and in the United States 90.3 per cent. Russia consumes (roughly) 80 per cent. of coal of native production, 16 per cent. of British coal, and 4 per cent. of coal the produce of other countries. In Sweden by far the larger proportion of the coal used—viz. 87 per cent.—is of British origin, 10 per cent. of native production, and the remainder the produce of other countries. In Germany the proportion of home coal consumed is 91.94 per cent., British coal

5.66 per cent., and other countries 2.03 per cent.; in France the proportions are 73.08, 11.59, and 15.33 per cent.; in Belgium, 78.66, 1.90, and 9.44 per cent.; Spain, 49.51, 48.31, and 2.35 per cent.; and in Italy (1895), 6.29, 90.34, and 3.37 per cent.

The report also includes a number of statistics of petroleum production and trade in Russia and in the United States for a series of years. The production in Russia, it is stated, had increased from 177 million gallons in 1881 to 1,350 million in 1897, while in the United States in the latter year the production amounted to 2,506 million gallons. In the United States 61 per cent. of the production remains for home consumption, and in Russia 83 per cent. is consumed at home.

NOTANDA.

CALENDAR.

JULY.
Meteorological means based on ten years' observations to 1895.
Barometer.....29.75
Thermometer.....81.5
Humidity.....83
Rainfall.....15.98

TO-DAY.

WEATHER REPORT.
On date at On date at
Barometer.....29.85 29.75
Thermometer.....85 88
Humidity.....67 57
Rainfall.....

TO-DAY.

Wednesday, 13th July, 1898.
High water—Morning.....4hr. 57min.
Afternoon.....4hr. 50min.
Low water—Morning.....5hr. 57min.
Afternoon.....5hr. 42min.

ANNIVERSARIES.

1835—The first English ship reached China.
1875—The Imperial Torpedo College, Fochow, opened.
1878—Treaty of Berlin signed.
1893—French gunboats fired upon Siamese at Paknam.
1896—Disaster at Amoy: H. M. S. *Radley* landed a party to protect foreigners.
1897—Mr. Cecil Rhodes elected by the South African Committee.

TO-MORROW.

Thursday, 14th July, 1898.
High water—Morning.....4hr. 47min.
Afternoon.....4hr. 40min.
Low water—Morning.....5hr. 55min.
Afternoon.....5hr. 40min.

ANNIVERSARIES.

1834—Lord Napier and suite arrived in China.
1873—Shimonoseki forts bombarded by the British, French and American squadrons.
1890—Death of the Hon. A. Lister at Yokohama.
1896—Li Hung-chang received by President.
1897—Four and attempted assassination of the latter.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Ernest Simon*) 16th inst.
American (*Belge*) 18th inst.
Canadian (*Empress of China*) 3rd prox.

The Nippon Yusen Kaisha's steamer *Tosa* from Port to Port to-morrow the 14th inst. at noon.

The Canadian Pacific Railway Co.'s steamer *Empress of China* left Vancouver for Hongkong, via usual ports of call on Monday p.m. the 12th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isidoro Pons.....at Kowloon Dock
Retho....." "
Ningchow....." "
Hygiea....." "
Lomemson....." "
Pontang....." "
Changha....." "
Haitum....." "
Nanchang.....at Cosmopolitan

PASSED THE CANAL.

OUTWARD—*Courier*, *Samos*, *Sacota*, *Yarrowdale*, 27; *Maria Valrie*, *Gisela*, 31; *Howick Hall*, June 31; *Raito*, 7; *Glenish*, 10; *Ichang*, *Prometheus*, 13; *Erato*, *Ernest Simon*, *Rimus*, 17; *Carmichael*, *Coningdy*, *Drumgray*, 17; *Bornio*, *Arctico*, *Patricio*, 24; *Riviera*, *Andalucia*, *Ebani*, *Trinity*, 28; *Gisela*, *Gedeh*, *Indrapoet*, July 1; *Friedrich*, *Kiuhang*, *Sacota*, 5.
HOMeward—*Mantila*, *Wally*, *Tuiler*, June 14; *Helsinki*, *Tamara*, *Mempholuh*, 21; *Formosa*, 21; *Atlanta*, 21; *Pravasia*, 21; *Canton*, *Thalia*, 28; *Loos*, July 1; *Candia*, 5.

To be Let.

TO LET.

ROOM or OFFICE in Beaconsfield Arcade.
HOUSE No. 2, Beaconsfield Arcade facing Parade Ground.
OFFICES in 'Marine House,' lately Telegraph Co's premises.
HOUSE No. 3, Duddell Street.
A SMALL TWO-STORYED BUILDING at 'Gate of West Villa,' Pokfulam Road.
GROUND FLOOR of 'West Villa,' Pokfulam Road.
Apply to **BELLILIOS & Co.**
Hongkong, 8th July, 1898. [256]

TO LET.

GODOWN in BLUE BUILDINGS.
FLOORS in STANTON and ELGIN STREETS.
No. 3, ELGIN STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 30th June, 1898. [12]

TO BE LET IMMEDIATELY.

THOMSEN'S HOTEL, KULANGSU, AMOY, Furniture to be taken away.
For particulars apply to
J. E. THOMSEN & CO.,
Amoy.
30th June, 1898. [811]

TO LET.

THREE ROOMS, on 2ND FLOOR No. 8, Queen's Road Central, Suitable for OFFICE, Rent Moderate.
Apply to
Mr. SUI BANG,
On the premises.
Hongkong, 7th March, 1898. [247]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
FROM ANTWERP, LONDON, PORT SAID, SUZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From Italy, via S. S. *Savio*.
From Madras, via S. S. *Lothians* and *Laipora*.

Optional goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-MORROW.

Goods not cleared by the 13th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 7th June, 1898. [1-15]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
FROM ROMBA, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, via S. S. *India*.
From Persian Gulf, via S. S. *Pachumha* and *Kilwa*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 13th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 7th July, 1898. [1-15]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.
THE Steamship
"VINDOBONA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Underwriter before Noon on the 16th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th instant will be subject to rent.

Bills of Lading will be countersigned by **SANDER, WIELER & Co.,** Agents.
Hongkong, 11th July, 1898. [1-15 844]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARGYLL"
FROM PORTLAND, YOKOHAMA AND KOBE.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.
Hongkong, 11th July, 1898. [1-15 4]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.
Hongkong, 12th July, 1898. [1-15 4]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, AND SINGAPORE.

THE Company's Steamship
"TOSA MARU"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 19th instant will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

NIPPON YUSEN KAISHA,
Hongkong, 12th July, 1898. [1-15 61]

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND at the rate of FOUR PER CENT for the Six Months ending 30th June, 1898, will be PAYABLE on the 25th July next, on which date DIVIDEND WARRANTS may be obtained on application at the COMPANY'S OFFICE, No. 5, Queen's Road Central.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd to 25th July inclusive.

By Order of the Board of Directors.
A. SHELTON HOOPER,
Secretary.
Hongkong, 11th July, 1898. [1845]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the Half Year ended 30th June, 1898 of EIGHT PER CENT on the Paid up Capital. DIVIDEND WARRANTS PAYABLE at the HONGKONG & SHANGHAI BANK will be issued to SHAREHOLDERS on WEDNESDAY, the 25th July.

The TRANSFER BOOKS of the Company will be CLOSED from 19th to 27th instant both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 12th July, 1898. [857]

HAMBURG-AMERICAN LINE OF STEAMERS.

THE KINGSLINE OF STEAMERS having become amalgamated with the HAMBURG-AMERICAN LINE the following arrangements have been made for the future management of the combined Companies.

The INWARD Management of ALL steamers has been placed in the hands of Messrs. SIEMSEN & CO. to whom all inquiries respecting import cargo should be addressed.

The OUTWARD Management of ALL steamers has been placed in the hands of Messrs. CARL WITZ & CO. to whom all application for Passages and Freight to EUROPE and the UNITED STATES should be addressed.

By Order of the Directors.
Hongkong, 12th July, 1898. [855]

A LONG FELT WANT AT LAST SUPPLIED.

WANTED! WANTED! WANTED! ONE HUNDRED PERSONS TO COME EVERY DAY TO THE ROSHERVILLE OF THE FAR EAST.

THE PLACE TO SPEND A HAPPY DAY.
THE WATERFALL INN.

A BOON FOR ALL.
THE Steam Launch

"SHUN LEE"
will leave the NEW STONE PIER at the foot of Pottinger Street at 3.15 P.M. sharp, for WATERFALL BAY, where there is a Long Pier and Bungalow erected for bathing purposes, returning for VICTORIA at 7 P.M. Every Day.

Season Tickets, (5 months)\$20
Monthly " " "

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
RIOJUN MARU.....	SEATTLE, WASH., U.S.A., via KOBE and YOKOHAMA	TO-MORROW, 14th July, at 4 P.M.
KAGOSHIMA MARU.....	NAGASAKI, (DIRECT).....	FRIDAY, 15th July, at Daylight.
HAJATA MARU.....	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, Penang, Colombo and Port Said	TUESDAY, 19th July, at 4 P.M.
OMI MARU.....	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 25th July, at 4 P.M.
YAMASHIRO MARU.....	THURSDAY ISLAND, PORT DOUGLAS, TOWNSVILLE, MAC-KAY, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th July, at 4 P.M.
INABA MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, Penang, Colombo and Port Said	TUESDAY, 2nd August, at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 13th July, 1898.

SETTING UP OF DISTILLERIES

Here—Corn—Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories—Preserves Factories

Laboratories of Druggists—Essences Factories

STEAM KITCHENS

EGROT & GRANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

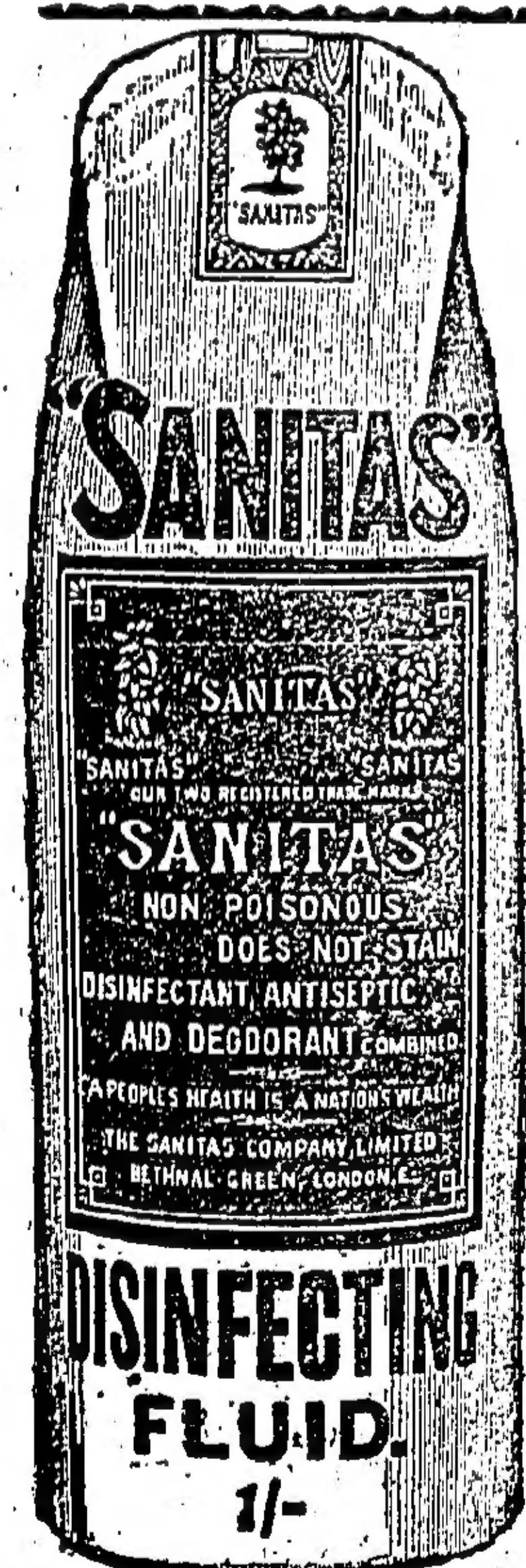
ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anemia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.



POWDER, SOAPS,

Sulphur (Fumigating)

Candles,

AND

ALL KINDS OF DISINFECTANTS.

*The list of "Sanitas" preparations is now complete. It includes a complete antiseptic and disinfectant preparation. The composition of most of these is based on "Sanitas," a disinfectant of the highest quality, and is of the most powerful nature.

"How to Disinfect."

Book sent FREE on application.

OF ALL CHEMISTS, AND

THE SANITAS CO., Ltd.,

BERNARD GREEN, LONDON.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain G. Payne, will be despatched as above TO-MORROW, the 14th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 13th July, 1898. [819]

FOR SHANGHAI, YOKOHAMA, AND KOBE.

THE Steamship

"ARABIA,"

Captain Chr. Dempwolff, will be despatched for the above Ports TO-MORROW, the 14th instant, at 4 P.M.

For Freight, apply to

SIEMSEN & Co.,

General Managers.

Hongkong, 12th July, 1898. [814]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAINUN,"

Captain Hodgins, will be despatched for the above Ports, on FRIDAY, the 15th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LARLICK & Co.,

General Managers.

Hongkong, 12th July, 1898. [859]

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOCHOW.

THE Company's Steamship

"CHANGSHA,"

Captain Williams, will be despatched on FRIDAY, the 15th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 11th July, 1898. [831]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"PATHAN,"

will be despatched as above on or about the 15th July.

S.S. "MACDOUFF".....about 31st July, 1898.

S.S. "SIKH".....13th Aug., 1898.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 29th June, 1898. [293]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"

Captain A. Fellner, will leave for the above places on SATURDAY, the 16th instant, A.M.

For Freight or Passage, apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, 9th July, 1898. [840]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SOURABAYA AND SAMARANG.

THE Company's Steamship

"FAUSANG,"

Captain M. Gouger, will be despatched as above on SATURDAY, the 16th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 11th July, 1898. [846]

FOR HAYRE AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, BREMEN, NORTH & SOUTH AMERICAN PORTS.)

THE Company's Steamship

"IRENE,"

Captain Schuder, will be despatched for the above Ports on MONDAY, the 18th instant.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 9th July, 1898. [843]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"CRAIGEAR,"

will be despatched as above on or about the 20th instant.

To be followed by

S.S. "FORTUNA," on or about 5th August, 1898.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 8th July, 1898. [838]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"HAWTHORNBANK,"

Greig, Master, will load here for the above port and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 13th June, 1898. [744]

FOR NEW YORK.

THE 1 A 1 Norwegian Bark

"PRINCE ARTHUR,"

Captain Olsen, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to

ARNOLD, KARBURG & Co.,

Agents.

Hongkong, 12th July, 1898. [838]

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria 1,367 | J. Truebridge ... | July 19.

Olympia 2,608 | T. H. Dobson ... | Aug. 6.

Arizona 5,395 | J. Pantan, R.M.S. | Aug. 27.

Tacoma 2,549 | A. Dixon ... | Sept. 17.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Bratmar 3,501 | E. Porter ... | Aug. 13.

Moqui 3,654 | W. H. Wright ... | Sept. 10.

Columbia 2,005 | A. Gow ... | Oct. 1.

Bratmar 3,501 | E. Porter ... | Nov. 5.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table. DOCTOR AND STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £48.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 4th July, 1898. [4]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE.

BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern | Wednesday | 20th July.

Prins Hinderich | Wednesday | 17th Aug.

Darmstadt | Wednesday | 14th Sept.

Freussen | Wednesday | 12th Oct.

Sachsen | Wednesday | 9th Nov.

Bayern | Wednesday | 7th Dec.

Prins Hinderich | Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 20th day of July, 1898, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 18th July. Cargo and Specie will be received on board until 5 P.M., on TUESDAY, the 19th July, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 19th July. Contents of Packages are required. No Parcel Receipts will be given for less than 25.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 22nd June, 1898. [733]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOOTH AND LONDON.

(Through Bills of Lading issued for SAVANNAH, FRESH GUIN, CORINTHIAN and AMERICAN PORTS.)

THE Steamship

"BALLAHAT,"

Captain W. J. Nantess, carrying Her Majesty's Mails, will be despatched from this Port for HONG KONG, on SATURDAY, the 13th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo to a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

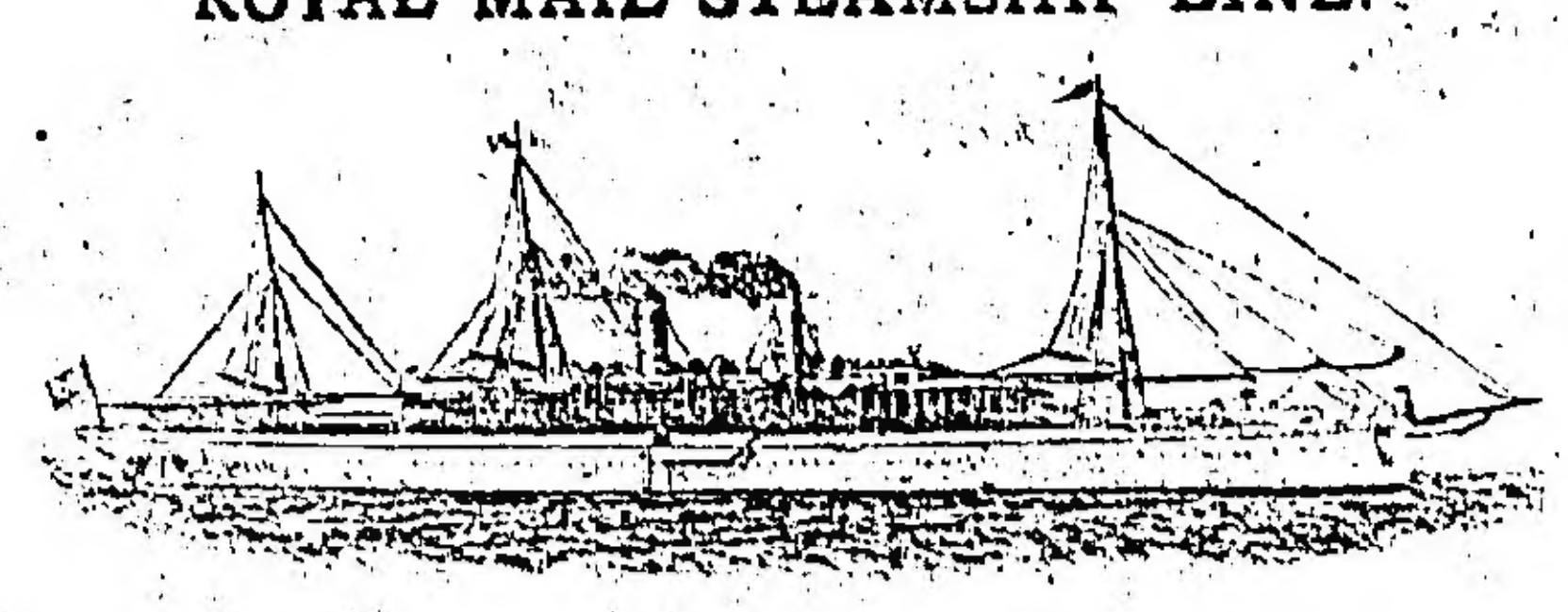
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 9th July, 1898. [5]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN.....Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 20th July, 1898.

EMPEROR OF CHINA.....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 10th August, 1898.

EMPEROR OF INDIA.....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 31st August, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pedder's Street.

Hongkong, 29th June, 1898. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 16th July, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 13th Aug., at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 1st Sept., at Noon.

THE Company's Steamship

"BELGIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 16th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point in route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 13th July, 1898. [2]

For Nervous Exhaustion

CHAPOTEAU'S

Phosphoglycerate OF LIME

The modern restorative of the nervous system.

For highworkers, professional men, teachers, students, etc. and in debility, sexual failure, dyspepsia of nervous origin and anaemia.

It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAU)

PHOSPHOGLYCERATE WINE (CHAPOTEAU)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU)

9, rue Vienne, PARIS-FRANCE

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. S. VAN BUREN, Agent.

Hongkong, 12th July, 1898. [1]

J. S. VAN BUREN, Agent.

Hongkong, 12th July, 1898. [1]

Printed and Published by ETHELBERG FORBES SKETCHLY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.